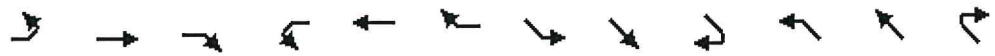


HCM 6th Signalized Intersection Summary
 3: N Valdosta Rd & Old Hwy 41/Val Del Rd

02/07/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations	↘	↑	↗	↘	↑	↗	↘	↑↑	↗	↘	↑↑	↗
Traffic Volume (veh/h)	4	15	45	188	7	87	173	905	1	102	1136	400
Future Volume (veh/h)	4	15	45	188	7	87	173	905	1	102	1136	400
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1870	1870	1870	1856	1856	1856
Adj Flow Rate, veh/h	5	18	0	247	9	0	231	1207	0	134	1495	0
Peak Hour Factor	0.83	0.83	0.83	0.76	0.76	0.76	0.75	0.75	0.75	0.76	0.76	0.76
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	3	3	3
Cap, veh/h	309	345		300	343		287	2246		338	2153	
Arrive On Green	0.18	0.18	0.00	0.18	0.18	0.00	0.07	0.63	0.00	0.04	0.61	0.00
Sat Flow, veh/h	1406	1870	1585	1384	1856	1572	1781	3554	1585	1767	3526	1572
Grp Volume(v), veh/h	5	18	0	247	9	0	231	1207	0	134	1495	0
Grp Sat Flow(s),veh/h/ln	1406	1870	1585	1384	1856	1572	1781	1777	1585	1767	1763	1572
Q Serve(g_s), s	0.4	1.0	0.0	23.0	0.5	0.0	6.3	24.6	0.0	3.7	37.3	0.0
Cycle Q Clear(g_c), s	0.9	1.0	0.0	24.0	0.5	0.0	6.3	24.6	0.0	3.7	37.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	309	345		300	343		287	2246		338	2153	
V/C Ratio(X)	0.02	0.05		0.82	0.03		0.80	0.54		0.40	0.69	
Avail Cap(c_a), veh/h	309	345		300	343		361	2246		449	2153	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.8	43.6	0.0	53.6	43.4	0.0	21.6	13.3	0.0	10.9	17.1	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	16.8	0.0	0.0	10.1	0.9	0.0	0.8	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.5	0.0	9.1	0.2	0.0	5.0	8.8	0.0	1.3	13.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.8	43.7	0.0	70.4	43.5	0.0	31.7	14.3	0.0	11.7	19.0	0.0
LnGrp LOS	D	D		E	D		C	B		B	B	
Approach Vol, veh/h		23	A		256	A		1438	A		1629	A
Approach Delay, s/veh		43.7			69.4			17.1			18.4	
Approach LOS		D			E			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	88.2		30.0	14.6	85.4		30.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	14.0	74.0		24.0	14.0	74.0		24.0				
Max Q Clear Time (g_c+I1), s	5.7	26.6		26.0	8.3	39.3		3.0				
Green Ext Time (p_c), s	0.2	34.5		0.0	0.3	30.9		0.0				

Intersection Summary

HCM 6th Ctrl Delay	21.9
HCM 6th LOS	C

Notes

Unsignalized Delay for [NWR, EBR, WBR, SER] is excluded from calculations of the approach delay and intersection delay.